GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:5722
ANSWERED ON:02.05.2002
SAFETY OF RAILWAY PASSENGERS
RAGHUNATH JHA

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Supreme Court has asked the Government to ensure safety of railway passengers;

(b) if so, the details thereof; and

(c) the measures, the Government propose to take or have taken to ensure safety of passengers from all angles?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINIST RAILWAYS (SHRI O. RAJAGOPAL)

(a) to (c): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO Part (a) TO (c) OF UNSTARRED QUESTION NO.5722 BY SHRI RAGHUNATH , SHRI RAMJEE MANJHI TO BE ANSWERED IN LOK SABHA ON 02-05-2002 REGARDING SAFETY OF RA PASSENGERS.

(a) & (b) No, Sir. A Public Interest Litigation has been filed against Railways in the Supreme Court alleging that adequate attention is not paid by the Railways to measures for safety and modernization. The matter is sub-judice and the Writ Petition is being heard by the Hon`ble Supreme Court.

(c) The measures being taken by Railways to improve safety are given below :
i) A non-lapsable Special Railway Safety Fund of Rs.17,000 crores has been set up for renewal and replacement of over-aged assets and for safety enhancement works.

ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire `A`, `B`, `C`, `D` and `D Spl.` routes where speed is more thai 75 kmph. have been completed. Remaining portion of the work is under progress.

iii) Auxiliary Warning System for giving advance warning about `Signal at danger` to the driver of the running train has been commissioned on Mumbai suburban sections of Mumbai.

iv) A pilot project of ETCS (European Train Control System) on trial basis for Palwal -Mathura section of Central Railway is being launched on trial basis. The tender for the same has been invited.

v) Last vehicle check by Axle Counter have been introduced on over 175 block sections and is being progressively added.

vi) A pilot project of Anti Collision Device (ACD) has been sanctioned for Northern Railway.Trial of prototype ACD equipment has been started. After successful completion of this pilot project, a decision would be taken for its application on other routes of Indian Railways.

vii) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

viii) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

ix) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which have better visibility than the conventional kerosene lit hand signal lamps.

x) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.

xi) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

xii) For detection of rail fractures/weld failures, adequate double rail Ultrasonic Flaw detectors have been procured.Now Self

Propelled Ultrasonic Rail Testing Cars are being procured.

xiii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

xiv) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

xv) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

xvi) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

xvii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

xviii) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

xix) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

xx) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

xxi) Periodical Safety Audit of Different Divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

xxii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

xxiii) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.